

To: Files/Job 8823

From: Mike Knott

Date: September 30, 1985

Re: Public Awareness Open House
Milan Beltway/Rock River Crossing

On September 19, 1985, a public awareness open house was held in the IDOT (District 2) mobile office parked in the front lot at the Rock Valley Plaza on Black Hawk Road in Rock Island. A typical "open house" format was employed using wall-mounted displays. The proposed roadway was plotted on three large sheets showing existing structures and property owners. The open house was held from 1-5 p.m. and 7-8 p.m. The meeting was conducted and most questions answered by IDOT with representatives from SCI and MSC present primarily as observers. IDOT and consultant personnel present were:

IDOT
Dave Lutyens
Larry Hill
Mick Kazmerski
Matt O'Connor
Dennis Schultz

SCI/MSA
Steve Yankee
Mike Knott
M. L. "Bud" Kammerman

A "sign-up" sheet was posted inside the doorway. But, while most attendees identified themselves, very few signed the sheet. Attendees were told that they would be certain to be kept abreast of project developments if they signed the sheet. A running count was kept. Excluding additional representatives from IDOT and MSA who dropped in, 39 individuals attended the afternoon session and 27 attended in the evening.

Nearly all affected property owners attended and identified themselves. Each had general questions on how their property would be affected. Most asked when construction would begin and were told that the project is not in the State's 5-year plan and that they would not see any activity for at least 4 to 5 years.

Several individuals attending were more concerned about progress on the Black Hawk Road project which is well ahead of the Beltway/River Crossing Project.

In addition to property owners, the following attendees were noted:

Rock Island Argus reporter
Representative Joe Brunsvold
Emily H. Smith - League of Women Voters
Robert Millett - Mayor of Rock Island
Bi-State Planning Commission representative
Vernon Winter - Rock Island Councilman
Clayton Lloyd - Rock Island City Planner
Gary Lange - Rock Island County Highway Superintendent
John Ames - Attorney for Rock River Homeowners Association

The chief concern of most attendees was potential flooding upstream of the proposed Rock River bridge. The riverside property owners have apparently had bad experiences caused by ice blockage at the two existing bridges upstream. Several attendees also expressed concern for potential changes in flow patterns which could cause increased or altered silt deposition. It was learned that mail boxes of riverside homeowners were being stuffed with copies of a hand written message which read as follows:

"If you live upstream from this projected bridge, you ought to be interest if it will help form ice jams or let the ice through. Route 150 bridge has 5 piers. Route 74 bridge has 10 piers."

This message was hand written on a copy of the notice for the meeting.

One attendee indicated that more publicity on the project was needed. An article on the project appeared on the front page of the Argus on September 18.

One attendee expressed a desire for construction as soon as possible because of concern for the Black Hawk Road project creating heavy traffic through Black Hawk Park.

Mrs. Flynn expressed concern for loss or impairment of truck access to their warehouse.

A number of general questions or concerns were raised relative to pavement width, alignment, grade, right-of-way requirements, intersection design, access and types of median. These kinds of inquiries were answered by informing attendees that the project is only in its conceptual stage and detailed design is still years away.

MJK:gjm:8823



Illinois Department of Conservation

RECEIVED DIV. OF NATURAL HERITAGE
 524 SOUTH SECOND STREET • SPRINGFIELD 62781-1137 CHICAGO OFFICE • ROOM 4-300 • 100 WEST WABCOLP • CHICAGO 60607
 Brent Manning, Director John W. Comand, Deputy Director Bruce F. Clay, Assistant Director

'94 AUG 16 PM 2 54

ENDANGERED SPECIES CONSULTATION AGENCY ACTION REPORT

Date Submitted: August 12, 1994

PROJECT CODE: 6709
 Date Due: 9/15/94

For Office Use Only

Agency Name: Illinois Department of Transportation
 Contact Person: Barb Traeger Phone: (217)785-0202
 Agency Address: Bureau of Design and Environment Room 330
 2300 South Dirksen Parkway Springfield, IL/62764

DESCRIBE PRECISE LOCATION OF PROPOSED ACTION

County(ies): Rock Island

City/Town: Rock Island

Township/Range/Section:

U.S.G.S. Quad Map Name(s): Milan

Brief Description of the Proposed Action: FAU 5822: construction
 of a four-lane on new alignment

Please enclose a map delineating the location of the proposed action, and return to Deanna Glosser at the SPRINGFIELD address above.

FOR NATURAL HERITAGE USE ONLY

QUADCODE(S): 4109045

Are there threatened/endangered species or Illinois Natural Areas Inventory (INAI) sites located within the vicinity of the project? (Yes) No

Is the proposed project likely to adversely affect the threatened/endangered species or INAI sites? (Yes) No ^{unknown at present}

The consultation process is terminated? (Yes) No
 If 'No', complete the enclosed Detailed Agency Action Report to continue the consultation process.

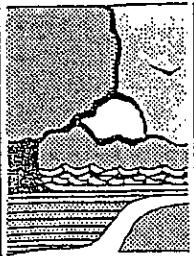
Comments

Evaluation Approved by:

Deanna Glosser, Ph.D.
 Endangered & Threatened Species Program Manager

Date

8-30-94



ILLINOIS
DEPARTMENT OF
NATURAL RESOURCES

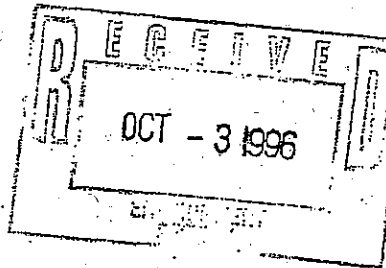
524 South Second Street, Springfield 62701-1787

Jim Edgar, Governor • Brent Manning, Director

September 27, 1996

Mr. Gary Gould
Illinois Dept. Of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764

RE: FAU 5822 Addendum #1
Milan Beltway Extension
Sect.1-3
Job No. P-92-096-84
Rock Island County



ATTN: Pete Frantz

Dear Mr. Gould :

The Department of Natural Resources, Division of Natural Resource Review and Coordination, has reviewed the materials of the Biological Resources Review provided on the project referenced above and has the following comments.

- A) The Department concurs with the results of the Illinois Natural History Survey's fish and mussel survey, river otter survey and the avian census of the project area.
- B) Tree removal for the project should be done between August 30 through April 1 to avoid any impacts to the numerous species of birds that potentially could utilize the 12 acres of trees for nesting. It is against the law to disturb nests and kill young birds.

C) Wetland studies were conducted March 27, 1990 which exceeds the three year time period for wetland impact determinations to be adequate in keeping with the Interagency Wetlands Policy Act. A full review of the actual wetland impacts and the mitigation plan will need to be screened for compliance with the Interagency Wetlands Policy Act.

D) Strict erosion control measures should be implemented throughout the project and monitored daily to ensure their function to protect aquatic species present in the area.

In keeping with the policies established by the Illinois Department of Natural Resources, the time period for these resource reviews to serve as adequate data is limited to 3 years before having to be re-evaluated. If you have any questions on the above, please contact me at 217-785-5500.

Sincerely,

Steve Hamer

Transportation Review Program

Division of Natural Resource Review and Coordination

Effective July 1, 1995, the Illinois Department of Natural Resources was created through the consolidation of the Illinois Department of Conservation, Department of Mines and Minerals, Abandoned Mined Lands Reclamation Council, the Department of Transportation's Division of Water Resources, and the Illinois State Museum and Scientific Surveys from the Illinois Department of Energy and Natural Resources.

[printed on recycled and recyclable paper]

Sign-In Sheet
NEPA/404 MERGER MEETING
April 29, 1998

Name	Organization	Telephone No.	Fax No.
PETE FRANTZ	IDOT - ENV. SPFD	217 782 4770	217 ⁵²⁴ 782 9356
CINDY PARKER	IDOT - BDE - SPFD.	217 785-2833	217 524 9356
KATHY AMES	IDOT - BDE - SPFD.	217-785-0203	217-524-9356
Mike MacMullen	USEPA	312-886-7342	312-353-5394
Walter Weidelich	FHWA	217-492-4622	217-492-4620
Dennis Johnson	FHWA	217-492-4622	217-492-4620
Wayne Fischer	USFWS - Rock Island	309-793-5800	309-793-5804
JOHN BETKER	CORPS - Rock Island	(309) 794-5380	794-5191
Michael Brues	IDOT - BDE - SPFD.	(217) 782-7077	(217) 524-9356
SERIN PARK	FHWA - IL DIV	(217) 492-4626	(217) 492-4620
David Kopacz	FHWA - IL Div.	217 492 4629	217 492 4620
CHARLES H. PERINO	IDOT - BDE - SPFD	217 785-2130	
Steve HAMER	IDNR	217-785-5500	217-785-6040
MARTY JOYCE	HDR ENGINEERING	312-774-7700	312-774-7851
Lyle Schaub	IDOT - Dist 3 (OTMOR)	815-434-8455	
ANDREW SVIHRA	" "	815-434-8450	
GREGG MOUNTS	" "	815-434-8423	
TOM SANCKEN	" "	815-434-8469	
JASON TI NORGAN	IDOT - Dist. 2 LR & S	815-234-5380	
RON HEINEN #2	Winnobago Co	815-965-9451	⁸¹⁵ 965-6466
GARY W. LAMLING	McCLURE ENGR	815-398-2332	398-2496
LARRY PICHE	IDOT CENTRAL Local R&S	(217) 782-0675	
LARRY E. REED	IDOT #2 - DIST. OFF	815-284-5307	⁸¹⁵ 284-5309
JOHN WEGMEYER	IDOT #2 - Studies and Plans.	815-284-5351	(815) 284-5309

Sign-In Sheet
NEPA/404 MERGER MEETING
April 29, 1996

[illegible]

NEPA-404 Meeting

April 29, 1996

The above project is a proposed four-lane freeway extension of the existing Milan Beltway in the Quad Cities urbanized area. Mr. Hill located the project on a map of the Quad Cities and briefly discussed the existing main features of the Quad Cities Transportation Network. He pointed out that the area between the Mississippi and Rock Rivers contains the large majority of the Illinois Quad Cities, but that there were only two roads which were complete through routes in this area in an east-west direction, namely IL 92 and IL 5. He discussed how the decline of both the heavy agricultural manufacturing industry and the central business districts (both located along the Mississippi River in the Quad Cities) had lead to a shift in emphasis from IL 92 as the prime traffic carrier in the Quad Cities to IL 5. IL 5 today is primarily a four-lane (with some six-lane) roadway. It has been largely rebuilt from its original two-lane rural configuration when it originally skirted the southern fringe of the Illinois Quad Cities. Beginning in the 1960s the movement of people away from the central portion of the cities lead them to this largely undeveloped area along IL 5. In the last 30 years, this area has become the prime commercial corridor for the Illinois Quad Cities serving a band of continuing commercial and residential growth throughout the proximity of the expressway. This area is identified as a continued high-growth area in the Quad Cities Land Use Plan and is undertaking rapid conversion of open spaces to various commercial growth and other associated land uses. This includes the areas of the Quad Cities' primary shopping center, isolated large commercial properties, and a proposed health and hospital complex that could ultimately replace two hospitals within the Illinois Quad Cities.

Mr. Hill then discussed the other area of growth on the fringe of the Quad Cities which was the area south of Rock Island, Illinois. The difference in this area is that the area south of Rock Island already contained the incorporated Village of Milan, Illinois. This area has also been one of continued growth in the Quad Cities; however, this has been more of a transportation oriented and industrial growth. One prime generator of such growth is the Quad Cities Airport located on the east side of the existing Milan Beltway. There has been a large modern factory built also in this area, along with a major distribution center for a major food chain. It is anticipated that further growth in this area will occur over the next 20 years along the six-mile length of the existing Milan Beltway.

Mr. Hill stated that there were two prime purposes for this project. The first purpose was to provide additional transportation capacity over the Rock River that was to be generated by expected changes in land use patterns as previously described as ongoing in the Quad Cities area. It is anticipated it will become the primary Rock River crossing link between these two growth areas, thus placing additional highway capacity to connect the two high-growth areas by construction of a new four-lane freeway and Rock River bridge crossing located near the border of Rock Island and Moline. It will connect the major roadways that serve these two areas, including John Deere Expressway to the east, Blackhawk Road to the west, which will be realigned in order to connect with existing 52nd Avenue in Moline. On the Milan side of the project (through an interchange) the project will also connect with Airport Road, which is the direct roadway serving Milan, the Quad Cities Airport, and the existing Milan Beltway. The project will provide a direct connection between these two identified growth areas via means of the five aforementioned highways. It will relieve the Quad Cities of many trips which now incur adverse travel and which could more efficiently carry out their crossings

using the Milan Beltway instead of having to travel either easterly to I-74 (which is becoming a roadway reaching its capacity as a two-lane road) or westerly using US 67 and IL 5 through Blackhawk State Park (see below).

The second purpose of this project is, as stated at the public meeting held for the improvement of IL 5, to avoid the need to reconstruct IL 5 (Blackhawk Road) through Blackhawk State Park. Being only one of two through routes through the Quad Cities, continued traffic pressures on IL 5 warranted its reconstruction to six lanes between I-74 and 7th Street in Moline and then four lanes westerly through 38th Street in Rock Island before tapering to a three-lane cross-section up to the east boundary of Blackhawk State Park. However, if additional highway capacity was not constructed for an additional Rock River crossing, local citizens who are members of the Save Blackhawk Park Federation and other concerned groups feared that continued traffic growth on IL 5 would ultimately warrant its reconstruction to four lanes through Blackhawk State Park. For that reason, in the 1980s they brought strong opposition to any improvement to IL 5, stating that ultimate reconstruction through Blackhawk Park would be a secondary impact of any improvement to any other portion of IL 5. At the aforementioned public meeting, the Department made a public commitment that it would ultimately assist in the funding of the Milan Beltway Extension over the Rock River so as to divert all southbound traffic that wished to cross the Rock River onto this new bridge. Traffic models run by the Quad Cities Bi-State Planning Commission indicate that if the Milan Beltway is constructed, even 20 years of anticipated growth in commercial development throughout the area of Milan and south Moline will not generate enough traffic through the park to warrant four-lane construction.

The highway through the park today is a two-lane highway with modest shoulders and ditches consisting of its original cross-section as built in the 1920s. Blackhawk State Park is an important 4(f) resource. The park contains high quality upland forest dominated by several oak species. Many bird species (175) have been counted over the years within the limits of the park. One hundred and nine (109) acres of the park are designated an Illinois Nature Preserve. Concerned citizens of the Quad Cities felt that ultimate construction of a four-lane roadway through the park would be devastating to the natural setting and environment of the park.

Mr. Hill stated that in 1970 the originally adopted 1990 Transportation Improvement Plan for the Quad Cities indicated that there would be a Rock River crossing in the area of the current Milan Beltway Extension, but that it would connect to 38th Street on the north side of the road. Further revisions in this proposed project with each successive adoption of a new transportation improvement plan for the Quad Cities further modified it so that it today assumes almost an "S" shaped configuration which serves to connect the high commercial growth area of south Moline east of the Milan Beltway with the potential growth area of Milan and south Rock Island via connection to the Milan Beltway. Therefore, this project is consistent with the local transportation plan and has been a key element of that plan since 1970.

The specific needs of the project are as follows:

1. **System linkage.** This proposed section is the final link of an expressway system consisting of the Milan Beltway Expressway (already otherwise completed with at least two of its ultimate four lanes) and the John Deere Expressway east of this proposed project. In response to a question, Mr. Hill noted that IL 5 is marked on the John

Deere Expressway east of the project. Its current configuration is that of a rural expressway with either six or four lanes separated by a median, wide shoulders, and ditches. However, west of the proposed Milan Beltway Extension, IL 5 is marked on Blackhawk Road. This change in nomenclature also is reflected in the change in the cross-section of IL 5. West of the project Blackhawk Road is a five-lane roadway with curb and gutter and a continuous left-turn lane, which (further west) tapers to a three-lane cross-section. Unlike the John Deere Expressway where access is limited to one-half to three-quarter mile spacing, on Blackhawk Road access is more random and consists of direct curb cuts controlled by traffic control signals. Therefore, the construction on of the proposed Milan Beltway Extension is the missing link between two expressway cross-sections in the Quad Cities serving the two highest areas of growth.

2. **Traffic diversion from the park.** As previously stated, computer model runs undertaken by the Bi-State Metropolitan Planning Commission show that even with the increases in the traffic to be generated by the expected changes in land use over the next 20 years, the traffic on existing IL 5 through Blackhawk State Park will still be low enough so as not to warrant four-lane construction within Blackhawk State Park.
3. **To serve traffic generated by high growth areas, built midway between existing bridges.** It was noted that the Milan Beltway is almost exactly between the US 67 Rock River bridge, which is oriented to the City of Rock Island to the west and the 27th Street Rock River bridge. In response to a question, Mr. Hill noted that 27th Street was not a through north-south street, but it was terminated less than one mile north of its Rock River crossing. However, it does serve to carry local traffic primarily from the Quad City Airport to a major shopping center on the north side of the river.
4. **Maintains existing investment in upgrade of Blackhawk Road.** Enough traffic is diverted by the proposed Milan Beltway so that Blackhawk Road retains four-lane warrants throughout the entire 20-year traffic forecasted period. This is important because there is little additional room for growth of this roadway without displacement of adjoining facilities. This roadway was improved to its four-lane cross-section in the 1980s and the Department intends to preserve its investment in the roadway by diversion of excess traffic across the river at this point through the construction of the Milan Beltway. In addition, Blackhawk Road will be connected to 52nd Avenue to provide a new through east-west road in the southern portion of the Quad Cities urban area between 27th Street and US 67, thus utilizing unused capacity currently available on 52nd Avenue for east-west trips.
5. **Maintains adequate highway capacity within the western portions of the urban area.** Specifically, by the year 2005 without construction of the Milan Beltway Extension, the several major roadway segments will be below Level of Service "D", which is the lowest level allowed under current policy. These include Blackhawk Road through Blackhawk State Park, US 67 across the Rock River, Blackhawk Road west of the proposed Beltway, John Deere Expressway east of the proposed Beltway, and the existing Milan Beltway south of Airport Road. By construction of this proposed facility, all segments listed above will have a Level of Service "C" or better in 20 years with the exception of Blackhawk Road and John Deere Expressway which will have for a short distance east and west of the roadway a Level of Service "D". Level

of Service "C" is preferred in an Urban Area, with Level of Service "D" being minimally acceptable.

Mr. Hill then briefly reviewed the proposed project, saying that it is a four-lane fully access-controlled highway 1.2 miles in length. In addition, an additional .9 mile of existing Milan Beltway Expressway must be reconstructed concurrently by Rock Island County at this time from its two-lane configuration to its ultimate four-lane configuration in order to attain the proper grade for crossing of Airport Road. The project then crosses Airport Road with grade separation and an interchange. It crosses I-280 with no connection between these two highways. It crosses over then a man-made borrow site and the Rock River and a portion of the wetlands on the north side of the river before continuing northerly. It interchanges with a relocated Blackhawk Road and 52nd Avenue before curving eastwardly and connecting with the existing John Deere Expressway.

The above consists then of the summary of the Purpose and Need for Action for the construction of the Milan Beltway Extension. It was noted that the agencies in attendance did not have an opportunity to obtain copies of the Purpose and Need for Action for 30 days prior to this initial NEPA/404 Meeting. Therefore, the agencies were given copies of the draft Purpose and Need for the project for which they may make additional review and comment upon for 30 days following the meeting. After that time, the results of the meeting and comments received therein will be included in a revised version of the Purpose and Need for Action for the project.

There being no further questions, presentation was concluded on this project.

Files- 8823 / client 802

MEETING NOTES

Date: Feb. 20, 1997

Place: Milan City Hall

Project: Milan Beltway Extension
Wetland Design

Purpose: Review wetland design

Attendees: IDOT- Larry Hill, Cassandra Rogers and Tom Brooks
Il. Geologic Survey- Two People
City of Milan- Two People
SCI- Mike Knott, Ian McAllister & Steve Yankee
Il. Natural History Service- Two People

Notes By: SCI

The following meeting notes set forth our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact the writer immediately. If we do not hear from you, we will assume that our understandings are the same. We are proceeding based on the contents of these meeting notes.

A meeting was held at 10:30 AM in the Milan City Hall to discuss the proposed wetland just north of Airport Road. After a discussion of the report and the State's desire to monitor rainfall and groundwater with test wells at the site, we took a field trip to the site. It was decided by the State to drill test wells and monitor the groundwater over a one year period to gain further data to design the wetland. They may or may not be able to place test wells this spring, it depends on the ground refreezing for a working platform. If not this spring they will place them this summer when the ground dries out.

At this point Stanleys need not provide any input. They are going to handle this by themselves. Their hope is the data will tell them that run-off will be enough to provide the conditions necessary for a wetland. They will be deactivating the pump and blocking up the outlet sewer in the NE corner of the site.

Distribution:

Files as
Lloyd Larson
Mike Knott
Ian Mcalister